



AGC/WSDOT ROADWAY TEAM

MINUTES for 4/25/2002 Meeting AGC Office, Tacoma WA

Attending:

Frank Scarsella
Jim Spaid

Gordon Olson
Dean Moberg
Bob Glenn

Brenden Johnson
David Jones
Ray Arnold

Minutes of March 28, 2002 Meeting

Distributed copies and no added comments made.

Old Business

Minutes of Other Team Meetings – April 19, 2002 Administration Team minutes were handed out and briefly discussed. It was noted there had been discussion on a lot of diverse issues relating to Traffic Control specifications. It has been difficult to reach consensus on what changes need to be made and how to structure the changes.

Erosion Control Spec Changes – The WSDOT Landscape Architects are reviewing the specifications along with comments received from the Roadway Team.

Illumination, Signal, etc. Spec Changes – Proposed changes to Sections 8-20 and 9-29 were handed out at the last meeting and have been forwarded on to some electrical contractors. Scott Stephens, a member of the Roadway Team, has been coordinating with other electrical contractors to provide comments on the changes. There will be a meeting on May 8, 2002 (now rescheduled for May 21, 2002) at the Tacoma AGC office to discuss their comments. Representatives from the State Construction Office, Materials Laboratory and Traffic office will be meeting with the contractors.

New Business

Bulk Specific Gravity (G_{sb}) and G_{sb} (SSD) in Superpave HMA – Jim Spaid handed out a letter, wrote the formulas out and discussed the differences. Until last year, WSDOT had erroneously been using G_{sb} (SSD) or bulk specific gravity saturated surface dry in calculations. WSDOT should have been using the bulk specific gravity of the stone bulk (G_{sb}). The impact of this is that G_{sb} (SSD) is a higher value than the G_{sb} due to the weight of the water absorbed in the surface voids of the aggregate. The net effect is that when G_{sb} (SSD) is used to calculate Voids in Mineral Aggregate (VMA), the result may be as

much as two percentage points higher than would result using G_{sb} . The problem is that if aggregate stockpiles were manufactured using the old value G_{sb} (SSD) and then the mix is evaluated using the stone bulk (G_{sb}), the resultant VMA value may be less than the minimum required by contract.

This information was passed through informal channels but was not brought up through the APWA/WSDOT Joint Task Force, and a few people were surprised. The first project to use the Superpave Specifications this year is in Ephrata, WA and has experienced this problem.

The Letter details the problem and solution. Solution: process a change order that would allow the use of G_{sb} (SSD) in the VMA calculation.

Gordon asked which one should be used if you are crushing today. Jim stated that bulk specific gravity of the stone bulk (G_{sb}). Ray pointed out that it all relates to the aggregate absorption, which is usually small in our area (west side), at around 0.8 %.

New 5-01 Cement Concrete Pavement Rehabilitation – The existing Section 5-01 deals with sub sealing concrete panels by filing voids under them. For years now we have been rehabilitating Portland Cement Concrete Pavements by placing dowel bars and grinding. These specifications have been used and this work has become frequent enough that it has been decided to place them into the Standard Specifications. Copies of the proposed specifications were handed out.

Recycled Specification – There is a meeting scheduled for May 14, 2002 with the WSDOT Environmental Personnel to discuss the specification.

Other Business

Roller Speeds - In reviewing the list of item yet to be discussed, Frank Scarsella asked what this issue referred to. Gordon mention the need to get on the superpave and stone matrix asphalts sooner than in the past may lead paving contractors to invest in new rollers. The new rollers with their increased vibrations can effectively compact the mats at faster roller speeds. Some of the new rollers vibrate at about 4,000 vibration per minute (vpm) compared to the current 2,000 vpm.

Gordon also mentioned that the temperatures required to mix some of these new asphalts can be high and still not reduce the viscosity of the asphalt to pump out very fast. Bob Glenn stated that the some of the new polymer modified asphalts could also have relatively short shelf lives in addition to the pumping problems. Gordon further stated that some of asphalt is heated so high that the Rolling Thin Film Oven (RTFO) does not seem to model the aging process that it goes through during mixing and placement.

Jim Spaid made the observation that we have a specification that is combination method and performance specification. Ray Arnold noted that we should be more interested in the end product and less in the method part. Jim noted concerns raised at recent meeting with the Olympic Region concerning raking practices to illustrate that the methods are also important and that we cannot just wait for the end product to see how we have done.

Both Jim and Bob Glenn noted the need for continued training for both WSDOT and Contractor Personnel on how to do these things. Bob further mentioned that the APAW/WSDOT joint training as a tool.

Discussion Topics

The following list of topics will be kept as part of the minutes and future agendas to indicate the items that have surfaced as issues for discussion by the team. As each issue is addressed, it may be removed from the list. As new issues are raised, they will be added to the list as a reminder of the things that need discussion:

{Note: Issues that are added will now include the date (11/30/00) they were included on the list so the team can track their longevity}

- Shoulder Rock - further discussion of method of payment.
- Smoothness Specification for ACP - this is an issue of information. A subcommittee of the APAW/WSDOT Joint Task Force is working on the specifics of this issue. (11/7/01) - Jim handed out a copy of a FHWA report that discusses WSDOT use of the specification.
- Longitudinal Wedge Joint - information on successes of this technique. Results of on-going research.
- Roller Speeds - Regarding compaction of ACP, roller manufacturers are developing vibratory rollers with higher vibration frequencies. Should the Standard Specifications be reviewed for possible changes in roller speeds? (11/7/01) – Gordon O. said that he would like to get this discussion going again after his experience with the SMA paving this year. He wants to discuss roller speeds and the high frequency rollers.
- Testing Storm Sewer Pipe - recent changes in the testing requirements for HDPE pipe have increased the length of time for testing. (5/24/01) - What is the background for those changes? (9/20/01) - Discussed the duration of the test. Bill G. said why hold it so long when you know within the first few minutes if you have a leak and thus a failing pipe.
- Signal Detector Loops - Suggested the number of bid items could be reduced by bidding loops per each rather than separate bid items for each type of set (for instance, R1, R2, R3, etc. for loop sets of 1, 2 or 3 loops).
- Traffic Control Devices –NCHRP 350
- Paint Applications – What is the time required between the application (Std Spec Section 8-22)
- DBE Goals (11/7/01) – General discussion about goals was held due to the concern of having mandatory goals reinstated. Intent is to have all contractors supply information that they are making an effort to meet the goals and use the DBE contractors. Scott said that no one asks for the information. Jim said that Contractors should send it in even if not asked.
- Training Hours (11/7/01) – Scott asked about the hours that are listed in the plans and how are they determined. He said that some are very difficult to meet. Andy said that it is the prime's responsibility to "farm-out" portions of the training to match the amount of subcontracting that is being completed by other.

The discussion topics were not reviewed at this meeting, no changes made.

Next Meeting

It was decided to take the rest of the spring and summer off and schedule the next meeting for September 19, 2002.

This meeting will be held at the Tacoma AGC office beginning at 8:00am.